



City of O'Fallon, Missouri

Memorandum

February 26, 2015

Dear Consultant,

The City of O'Fallon is requesting the services of a consulting engineering firm to perform the described professional services for the project included on the attached list and as further described in the General Scope of Work.

If your firm would like to be considered for these consulting services, you may express your interest by responding to the appropriate office, which is indicated on the attachments. Limit your letter of interest to no more than **four** pages. This letter should include a statement to indicate your firm's understanding of the project and commitment to the rigid schedule. It should also include any other information which might help us in the selection process, including key personnel assigned to the project, their background and any sub-consultants you may use.

We will be utilizing the MoDOT's consultant information and will not need a lengthy submittal of other general company information. In addition, please attach no more than **two** additional pages with detailed information listing similar projects on which your key personnel have worked. Indicate the role your key personnel played in the projects and include reference contact information.

DBE firms must be certified by the Missouri Department of Transportation in order to be counted as participants towards an established DBE Goal. We encourage DBE firms to submit letters of interest as prime consultants for any projects which can be managed by their firm.

O'Fallon will evaluate firms based on: general experience of firm, past performance, qualifications of personnel assigned, availability/commitment to schedule and accessibility of firm and staff. Firms that are not current on the required prequalification categories found in MoDOT's Approved Consultant Prequalification List at the date of the solicitation expiration will be considered non-responsive.

We request all letters be received by **4pm (local time), March 20, 2015** at the appropriate office.

Sincerely,

Wade Montgomery
City Engineer

Background

Congestion, poor traffic flow, and a lack of pedestrian facilities, at the I-70/Highway K Interchange, have been an ongoing issue that MoDOT and the City have had a strong desire to correct. In 1996, Bucher, Willis & Ratliff (BWR) performed a study of the area that summarized a series of improvements to alleviate traffic at the Highway K Interchange. The study also concluded that one-way outer roads were the preferred long term solution to handle growth. Based on this study, several improvements and auxiliary projects were completed to alleviate congestion at the interchange. However as growth continued and traffic increased, the need to address the interchange became ever more evident.

George Butler Associates (GBA) performed an updated study in 2011 and it was deemed that a diverging diamond interchange (DDI) and grade separating West Terra Ln would be best suited for this interchange. Although other options were evaluated, this one had the least amount of public disruption and was the most accepted based on public engagement at that time. Improvements to Veteran's Memorial Parkway and Route K were also included to increase the capacity of this intersection. This became the basis for both the cost share application and several STP/CMAQ applications, of which only one was funded. The final product had a price tag of approximately \$10.5 million.

Around December 2012, St. Charles County and O'Fallon collaborated and discussed the potential conversion from a spot interchange project to a corridor project that provided more system-wide benefits. St. Charles County hired Horner & Shifrin (H&S) to further evaluate the one-way outer roadway system. The proposed solution was a one-way outer road system, which would provide slip ramps instead of traditional diamond interchanges. This would benefit the stretch of I-70 since the outer road would be built within close proximity to the interstate. Thus, spreading out the congestion and putting more traffic on the under-utilized outer road. Additionally, this would provide more access to the other side streets.

One benefit of the new outer road system is better distribution of traffic, which reduces concentrated congestion points at interchanges. Traffic flow is improved as a whole and many of the signals can be converted to fewer phases, which result in more flow across an intersection. Slip ramps do not require signals on a one-way road because the ramp traffic and the outer road traffic flow in the same direction. Slipping onto the outer roads allows more direct access to the side streets and points of destination, rather than funneling all traffic through a single interchange. More traffic on the outer roads also increases economic development, by providing more traffic opportunities to the adjacent businesses.

A significant amount of time was spent in 2013 and 2014 reviewing and evaluating this one-way system. Many hours of meetings with engineering consultants, MoDOT staff, City staff, County staff, and East-West Gateway staff helped review new alignments and concepts.

General Project Information

This project includes the conversion of the existing outer roadway system from Highway K to TR Hughes Blvd. to a one-way outer roadway system in general conformance with the strip map (see below link). The project will also include access management improvements along Highway K from I-70 to Veterans Memorial Parkway (VMP) and improvements at the VMP/Hwy. K Intersection. Pedestrian facilities along Hwy K/M (under I-70) to provide a north-south link will also be included in addition to bike accommodations along the outer road. A new south-outer road, from Highway K to TR Hughes Blvd/Belleau Creek Interchange will be constructed. New slip ramps would also be provided on this segment. This new south outer road provides opportunities to connect to Sonderen on the south side, as well, further distributing the traffic.

Two new westbound slip ramps on each side of the Hwy K Interchange are included. The eastern slip ramp does require widening of the I-70 overpass bridge at Hwy K. However, as this ramp is upstream of the interchange, it will decrease the volume of cars that formerly would have had to travel through the signal to enter the interstate.

Because one-way outer roads only push traffic in a single direction, there has to be a method to send the traffic in the reverse direction as efficiently as possible. This is accomplished with Texas U-Turns at the interchanges, which allow vehicles to cross over the interstate and switch from one outer road to another, without travelling through traffic signals. The Texas U-turn will be constructed under the I-70/Hwy K Bridge, in the spill slope area that would need to be excavated.

The TR Hughes interchange is currently a fairly high-operating single point urban interchange (SPUI), and will be left mostly the same. A Texas U-turn will be added for the turnaround as an alternate bid, which does require bridge widening on the west side. This will serve as a transition point from the one-way to the two-way outer road system. Although not required, the Texas U-Turn at this intersection would provide a simplistic turnaround without the addition of another signal. Two traffic signals will be taken out completely, which are currently MoDOT's to maintain: East Terra and Sonderen Loop Road. One of the two signals is immediately north of I-70 and Main Street.

This current project is only one component of a series of potential future conversions to a one-way system that can occur in this region.

General Scope of Work and Qualifications

Submitting firms must have extensive experience with the designing and preparation of plans for projects involving work on interstate and highway systems. They must also have experience working with Federal Highway and State Departments of Transportation. Ideally, the consulting firm would have experience with the conversion of two-way outer roadway systems to one-way outer roadway systems. Submitting firms should also have experience working for and with County and City Municipalities and with the preparation of plans as may be associated with arterial roadway improvement projects.

The submitting firm must be dedicated to meeting or exceeding the schedule provided in this letter of interest and must have the available capacity to dedicate the needed staff to meeting the schedule within their daily workload. The established fee should be based on the consultant dedication of time to complete the task during standard workday hours.

Furthermore City staff has a limited amount of time to dedicate to this project in 2015. Therefore the consulting firm will serve as a direct extension of the City's staff.

Tasks included, but are not limited to:

- Preparation of and submittal of Access Justification Report (AJR)
- Preparation of and submittal of NEPA Reports
- Sound studies (MoDOT or selected company will conduct a peer review study)
- Survey work, including location survey for any new ROW acquired
- Geotechnical investigation and reports
- Preliminary design
- Bridge design
- Right of Way plans
- **Right of Way acquisition**
- Final design and specifications to meet MoDOT standards
- Cost estimates at various milestones
- Utility coordination and Plans of Adjustment
- Conduct Open House Public Meeting
- Public outreach
- Meetings with stakeholders, Council, others
- Serve as City's Staff Project Manager

Project Schedule

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|---|---------------------------|
| City/MoDOT approval of agreement | Late April/Early May 2015 |
| NTP with AJR and NEPA | May 15, 2015 |
| AJR - 6 months | May 2015-Oct 2015 |
| NEPA (without noise) -6 months | May 2015-Oct 2015 |
| Survey - 5 months | May 2015-Sept 2015 |
| Preliminary design – 5 months | Oct 2015-Feb 2016 |
| Noise analysis – 5 months | Oct 2015-Feb 2016 |
| Utility coordination – 9 months | Feb 2016-Oct 2016 |
| Public involvement – 2 months | March 2016-April 2016 |
| ROW plans – 2 months | March 2016-April 2016 |
| ROW acquisition – 13 months | May 2016-June 2017 |
| Final P,S & E – 7 months | April 2016-Oct 2016 |
| Submit P,S & E (once ROW is clear) | July 2017 |
| Bidding and construction (earlier if ROW is acquired) | July 2017-July 2018 |

Question, Inquiries and Letter of Interest should be submitted to:

City of O'Fallon

100 N. Main St.

O'Fallon, MO 63366

Att. Jeff Schuepfer

636-379-5491

Jschuepfer@Ofallon.mo.us

Title

| | |
|--------------------------------|---|
| Job #: | J612418 |
| Location: | I-70 from TR Hughes to Highway K |
| Proposed Improvement: | See above background |
| Approximate Construction Cost: | \$16 M |
| DBE Goal (if applicable) | 10% |
| Consultant Services Required: | See above General Scope of Work |
| Other Comments: | <p>Interviews and/or presentation will be required as part of the consultant selection process.</p> <p>Schedule for Consultant Selection: Letters of Interest due – March 20, 2015 Staff short list and notify consulting firms – March 25, 2015 Interviews and/or presentations – April 1, 2015 Final selection and notification – April 3, 2015 Negotiate scope and fee – April 6 – April 22, 2015 City Council Approval – May 14, 2015</p> <p>Funding will come from a variety of sources including, but not limited to City, County, State Cost Share, STP-E and potentially CMAQ and others. Therefore all regulations and processes regarding the utilization of these funding sources will apply such as the Local Public Agency (LPA) manual.</p> <p>It is anticipated that this project will require full Federal oversight by FHWA.</p> <p>Stakeholders include City of O’Fallon, St. Charles County and the Missouri Department of Transportation and all stakeholders will be involved throughout the project. It will be essential to coordinate closely with these stakeholders throughout the duration of the project.</p> <p>Files, studies and available information:</p> <ul style="list-style-type: none"> • 1996 Bucher, Willis & Ratliff Study • 2011 GBA Study • Exhibit of Project (Route K to TR Hughes) • Cost Estimate • Traffic Volumes Exhibits and Tables • Synchro Files <p>http://gis.ofallon.mo.us/bids/Projects_DropIn/jschuepfer/i-70/rfq/index.html</p> |

Rating Criteria w/Weighted Values

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| General Experience of Firm | 10 Points |
| Past Performance | 20 Points |
| Qualifications of Personnel Assigned | 35 Points |
| Availability/Commitment to Schedule | 25 Points |
| <u>Accessibility of Firm & Staff</u> | <u>10 Points</u> |
| Total | 100 Points |